

## THIS COUNTRY VIEWS FUTURE WITH CONCERN

Japan May Be Substituted for Germany as Neighbor in Pacific Possessions.

IS MENACE TO PHILIPPINES

Kaiser Has Number of Colonies and Naval Stations Which May Fall to Mikado if He Wins His War With Teutons.

As Japan and the United States are the only two strong powers with home territory bordering on the Pacific Ocean, the American government naturally regards with interest, if not with concern, the probability of having Japanese substituted for German neighbors to several of its island possessions.

Stretching across the Pacific, from San Francisco to the mainland of Asia, the United States now has in order Hawaii, the Midway Island, Guam (one of the Ladrone) and the Philippines. Steamships seldom take a straight course from San Francisco to the Philippines. They swing off to the north to touch at Honolulu and usually some Japanese port. Because of the varying ocean depths, too, the cable lines touch at Honolulu.

Hawaii entered the United States as a fully organized territory by virtue of a treaty of annexation concluded with the republic of Hawaii. Midway, a tiny stretch of sand, was brought to the United States by this same treaty. The Spanish war brought us Guam and the Philippines.

Then, far to the south, lies American Samoa. It is a naval station with the best harbor in this archipelago, Pago Pago. Tutuila and the three islets known collectively as Manua, fell to the United States in 1900 after this country, Germany and Great Britain, had been brought near to war over the subject.

Germany took Upolu by treaty terms, and Great Britain took Savaii and promptly relinquished it to Germany

for the consideration of complete rights in the kingdom of Tonga, and the withdrawal of German claims to the Solomon Islands lying south of Bougainville.

NO ECONOMIC VALUE

POSSESSED BY SAMOA

Samoa has absolutely no economic value. The largest American island, Tutuila, is only sixteen miles between east and west, and scarcely attains the breadth of five miles. Its population is scanty and lacks industry; it is only as a result of constant prodding on the part of the commandment of the station, who is also governor of American Samoa, that the islanders produce enough to pay their not onerous taxes. Its value is wholly military, a most important post in naval strategy.

The possession of Pago Pago Harbor carries with it the control of all the Samoan Islands. In the German Islands of the former kingdom of Samoa there are but three harbors. Apia is wholly indefensible, and its record of destruction in the gale of March, 1886, shows its danger for ships; the harbors of Saluafata and Fangaloa afford poor shelter in this season of the trade winds, but in the summer of the southern hemisphere, from November to March, they are a danger rather than a protection to ships. Samoa lies three days by steam east of the British colony of Fiji, in which harbor of Suva is the central station and operating headquarters of the cruiser division of the Austrian squadron in time of peace; in war it doubtless holds the same relation toward vessels of greater offense.

The economic and political situation of Hawaii needs no statement in connection with the present moves of Pacific powers. Its strategic position is of the utmost importance, not only to America in the Pacific, but equally to America in America. The census of Hawaii shows that the predominant element in the population is Japanese, for few families of this race are recorded between Hilo and Niihau. It is a matter of common note that the Japanese in Hawaii are largely veterans of the Russian war, and the remainder, who have not had experience in the field, have already been drilled with the colors. It is understood that these Japanese are now without arms, therefore they must remain idle soldiers, and will easily be controlled by the garrison of regulars now at Honolulu. Hawaii is so situated that it bottles up the whole of the Pacific coast from

the Isthmus to Puget Sound. If in possession of a hostile power, the canal commerce is threatened, and California, Oregon and Washington lie open to a series of wearing attacks delivered from that convenient base. From Oahu to San Francisco it is a four days' journey at sea speed for battle cruisers. Allowing eight days for the advance to the point of attack and return to base, a hostile fleet could carry enough coal to allow a week or even ten days for operation in American waters.

Such attacks could be repeated indefinitely from this base, until the invading fleet is destroyed. A naval base is in process of completion at the Pearl Harbor Lochs, near Honolulu. The commercial harbor at the latter place is nothing more than a roadstead protected by a coral reef. It serves well enough for the needs of vessels of trade, but it is quite unsatisfactory in naval requirements. The town is protected by batteries established in such natural fortresses as Punchbowl, towering above the residences, and Leahi, or Diamond Head, at the end of Waikiki Beach. The artillery of coast defense type is considered sufficient to withstand such an attack as in the modern theory of war would be delivered from sea.

Pearl Harbor has every advantage that a great naval harbor could require; it has one disadvantage. When the harbor has once been entered, there is ample room for a fleet, it has every facility which might be needed for the creation of a dockyard and repair station. The obstacle to its use has been the existence of a coral barrier across the entrance, which has blocked the passage of vessels of any but the shallowest draught, although there is deep water within the lochs. Construction at this important point has been in progress ever since the annexation; just what is the present condition at the reef, whether it has been blasted out to admit the entry of vessels of the first type, is known only to the general board of the navy. The building of the repair shops has not been prosecuted with vigor, but after a dozen years' work it may reasonably be expected that the reef has been disposed of. Hawaii has value for something more than its service as an outpost to cover the Pacific coast of the mainland. Supported from the navy yards at Mare Island and Bremerton, it is the secondary base from which the American fleet will address itself to

whatever task may await it in the Pacific.

Guam and Midway, though coming into American ownership through different means, have the same sort of importance. The former certainly, the latter probably, must be held, in order to insure the safety and even the action of the Pacific cable. Midway, a low group of sandy islets, is indefensible. Its harbor is no more than a cove accessible only to schooners of the lightest navigable draught. Its value lies in the fact that it affords a speck of land on which to equip in utter loneliness a relay station where messages may be reinforced over the long stretch of ocean between Honolulu and Guam. There is reason to believe that Midway might be sacrificed without stopping the use of the cable.

GUAM IS ESSENTIAL IN MARINE COMMUNICATION

It is far otherwise with Guam. That place is essential to submarine communication. Honolulu could not reach Luzon without at least one relay, and it is not known that Midway has the power to communicate with Manila if Guam were cut out. No improvements have yet been made to the Guam harbor of San Juan d'Apra. It will accommodate at most two vessels of the transport type; the anchorage is poor, and at this season of the year, gales may render it unsafe.

The relation to these American outposts of the German possessions in the Pacific is somewhat intricate. They are the Marshall Islands, the Carolines, the Ladrone, the New Guinea Colony, including the Bismarck Archipelago, and Buka and Bougainville, the most northerly of the Solomon Islands, and in the south German Samoa. New Guinea and Samoa alone possess economic value; not enough to attract avarice.

The Marshall Islands, in two chains known as Ratak and Ralik, lie midway between Hawaii and Guam, but somewhat south of the most direct line of travel. They are lagoon islands, the navigation is dangerous, and the only point which might serve as a bare rendezvous of a fleet is the lagoon of Jaluit.

The Ladrone Islands extend northward from Guam in the direction of the Bonin Islands, which have long been in Japanese ownership. From Saipan, the most southerly of the German Ladrone, Guam is visible.

The Caroline Islands extend from the vicinity of the Marshalls in a long chain of unimportant islands destitute

of harbors, and in their prolongation, through the equally unimportant Palau group, come close to the coast of Mindanao, of the Philippines. The important point in the Carolines is the island of Yap. The harbor there is tortuous, and beset with coral reefs. It is in no sense available for naval purposes. But from Guam a secondary line of cable extends southwest. This establishes Yap as a German station at the beginning of a cable line which reaches Berlin through the Java seas and Asia. Yap is equipped as a radio station of such power as to form the receiving centre of aerograph communication through battleship relays, independent of any control by laws of neutrality ashore. In New Guinea Kaiser-Wilhelmsland borders the possession of Papua, which is administered by the commonwealth of Australia. Together these two colonies, as yet most imperfectly developed, occupy all of New Guinea east of the Dutch border at the meridian of 144 degrees east. At Hela, in Ichoche, in the Bismarck Archipelago, is a small centre of German commerce, a station secondary to the Samoan headquarters of the Deutsche Handels und Plantagen-Gesellschaft of Hamburg, the successor to the old Firma Godeffroy, which introduced a colonial policy to Bismarck's German empire. In the Marshall and the Caroline Islands commerce is almost wholly in the hands of the Jaluit Gesellschaft.

### CREDIT MEN MEET

Delegation From Richmond Goes to Petersburg in Special Car.

The Richmond Association of Credit Men, composed of all the bankers and leading business men in Richmond and Petersburg, met at the Stratford Hotel, Petersburg, Friday night in quarterly session. The meeting was largely attended, the Richmond members going over in a special car.

Samuel Zimmer, of Petersburg, delivered the welcoming address, and E. F. Sherry, of Lynchburg, national director of the National Association of Credit Men, made an interesting and instructive talk on the work done by the association, and reviewed at length the condition now existing in the Southern States.

Short talks were made by prominent business men of both cities, all giving their views of the situation, and reviewing business conditions in general.

### RAILWAY MEN WILL DISCUSS "SAFETY FIRST" PLANS

Mass-Meeting of Seaboard Air Line Workers to Be Held at 1 o'Clock To-Day.

Employees of the Seaboard Air Line Railway, including officials, trackmen, section foremen, conductors, brakemen, station agents, representing all branches of railroad work, will assemble in the Railroad Y. M. C. A. in this city to-day at 1 o'clock in a mammoth "Safety First" meeting. It is expected

that more than 300 employees of the road will be in attendance, and talks will be made by experienced men.

Division Superintendent R. S. May, shall will preside, and will make an address, as will also W. E. Seddon, first assistant to the president; C. S. Lake, general superintendent; J. W. Small, superintendent of motor power; J. C. Nelson, engineer of maintenance of way; W. L. Stanley, general claim agent; J. S. Haddock, of Richmond, representing the conductors; E. M. Taylor, of Portsmouth, representing the engineers, and W. D. Campbell, agent at Franklin, Va.

### What Leads to Tuberculosis?

IN THE opinion of many medical authorities, the development of pulmonary tuberculosis (consumption) is hastened, if not actually precipitated, by a loss of lime from the system. This condition technically is known as decalcification, and nearly all authorities agree that it must be avoided in order to preserve health.

"Where there is decalcification, the lime salts must be supplied medicinally," says Dr. J. W. Carhart, of San Antonio, Texas, in the May, 1913, issue of "Medical Progress," an ethical journal, published in Louisville.

To supply these vitally necessary salts has, in many instances, proved a difficult matter, since in some forms they are not easily assimilable, and often cause stomach disturbance.

In Eckman's Alternative, however, calcium (lime) is so combined with other remedial agents as to be assimilated by the average person without discomfort or digestive disturbance, and to this, in part, is due the success of this remedy in the treatment of tuberculosis and allied chronic throat and bronchial affections.

We make no boastful claims for Eckman's Alternative, but a careful record of results obtained during years of widespread use warrants the assertion that many such cases apparently have yielded to it, while many others have been relieved or benefited.

It contains no opiates, narcotics or habit-forming drugs, hence its use is not attended with danger. Your druggist has it or will order it, or you can send direct.

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